

CHINA



MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXII. No. 3995. 戊八十月四年大十七百八十一

HONGKONG, TUESDAY, APRIL 18, 1876.

日四月三十日丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AIGAR, 6, Clement's Lane, Lombard Street; GEORGE STREET, 30, Cornhill; GORDON & GOTCH, 121, Holborn Hill; E.C. BATES, HENDY & CO., Old Jewry, E.C.; SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAL & BLACK, San Francisco.

CHINA.—SWATOW, QUINSAY & CAMPBELL, Amoy, GILM & CO., Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & CO., Manila, C. HENRICHSEN & CO., Macao, L. A. DA GRADA.

BANKS.

COMPTOIR D'ESCOMPT DE PARIS.

INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848.

—
BY IMPERIAL DECREES OF 25TH JULY, 1854,
AND 31ST DECEMBER, 1866.

Recognized by the
INTERNATIONAL CONVENTION OF
30TH APRIL, 1862.

Francs. £ Sterling.
PAID-UP CAPITAL,...50,000,000 3,200,000
RESERVE FUND,...20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall St., E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,
Manager.

Offices in Hongkong: Bank Buildings,
Queen's Road,

Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,...5,000,000 Dollars.
RESERVE FUND,...100,000 Dollars.

COURT OF DIRECTORS.
Chairman.—E. R. BELLIUS, Esq.
Deputy Chairman.—AD. ANDRE, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPFUS, Esq. F. D. SASCOON, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
Hongkong, . . . JAMES GREIG, Esq.
Manager.

Shanghai, . . . EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits :—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 17, 1876.

ON SALE.

THE CHINESE READER'S MANUAL

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference,

BY
WILLIAM FREDERICK MAYERS.

Price: \$8.

Shanghai, . . . KELLY & CO.
Hongkong, . . . "CHINA MAIL" OFFICE.

NOTICES OF FIRMS.

NOTICE.
I have this day authorized Mr J. Y. V. SHAW to sign my name for procura-
tion.

A. MACG. HEATON.

Hongkong, January 1, 1876.

NOTICE.

THE Undersigned having entered into Co-
partnership from the First day of
January, 1876, in the Business of Ship-
brokers at this Port, under the style of
MORRIS & RAY.

A. G. MORRIS.

E. C. RAY.

Bank Buildings,

Hongkong, February 3, 1876.

NOTICE.

WE have Established branches of our
Firm at Haiphong and Hanoi. Mr
E. CONSTANTIN is authorized to sign by
procuration in Tonquin.

LANDSTEIN & CO.

Hongkong, December 31, 1875.

NOTICE.

I HAVE this day Established myself as
GENERAL COMMISSION AGENT
at the Ports of Takow and Taiwanoo.

P. F. DA SILVA.

Formosa, April 1, 1876.

NOTIFICATION.

IT is herewith notified that a Custom
House has been Established at
HOI-HOW (HOI HO), the Treaty Port of
HUNGKONG (WU KUNG), and has been
opened for transaction of business under
this day's date.

H. O. BROWN.

Commissioner of Customs.

Kiungchow Customs,
Hoi-hou, April 1, 1876.

NOTICE.

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

DURING my absence from Hongkong and
the MANAGEMENT of the above
Company's Station will be TAKEN OVER
by Mr C. O. BOJESEN, who has been
appointed ACTING SUPERINTENDENT.

A. SUENSON.

Superintendent.

Hongkong, April 6, 1876.

NOTICE.

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

I BEG to notify that I have been appointed
ACTING SUPERINTENDENT for
the above Company's Station at this Port
from this date.

CARL CHR. BOJESEN.

Hongkong, April 6, 1876.

NOTICE.

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

A SPECIAL AGENCY of the Company has
been Opened in LONDON, under the
management of Mr WALDEMAR SCHMITZ,
at 3, St. Michael's Alley, Cornhill.

By Order,

W. H. RAY.

Secretary.

Hongkong, March 28, 1876.

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having
CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHER-
SPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July,
1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme
Court of Hongkong by WILLIAM HENRY BREERETON, of 29, Queen's Road, Hong-
kong, Solicitor, to whom Letters of Adminis-
tration with the Will annexed were duly granted by the said Court on the 10th day
of March, 1876, are hereby required to SEND in writing the PARTICULARS of
their Claims or Demands to the said WILLIAM HENRY BREERETON, on or before the
1st day of July next; and notice is hereby also given, that at the expiration of the last
mentioned day the said WILLIAM HENRY BREERETON will proceed to distribute the
Assets of the said JOHN WOTHERSPOON amongst the parties entitled thereto, having
regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BREERETON will not be liable for the
Assets or any part thereof so distributed to any person of whose Claims he has not
had notice at the time of the distribution.

Dated this 29th day of March, 1876.

W. H. BREERETON,
29, Queen's Road, Hongkong,
Solicitor.

STAFFORDSHIRE FIRE INSURANCE
COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL £250,000.

THE Undersigned, having been appoint-
ed Agents in Hongkong and Shanghai
for the above Company, are prepared to
issue Policies of Fire Insurance at current
rates.

ADAMSON, BELL & CO.

Hongkong, March 26, 1876.

NOTICE.

THE Undersigned, having been appoint-
ed Agents in Hongkong and Shanghai
for the above Company, are prepared to
issue Policies of Fire Insurance at current
rates.

ADAMSON, BELL & CO.

Hongkong, March 26, 1876.

NOTICE.

THE Undersigned, having been appoint-
ed Agents in Hongkong and Shanghai
for the above Company, are prepared to
issue Policies of Fire Insurance at current
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ADAMSON, BELL & CO.

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Hongkong, March 26, 1876.

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Mails.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAISE,
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;
Also,
BOMBAY, ST. DENIS AND PORT
LOUIS.

ON THURSDAY, the 20th April, 1876, at Noon, the Company's S.S. *IRAOUADDY*, Commandant GATWICK, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Speech and Parcels until 8 p.m. on the 19th April, 1876. (Parcels are not to be sent on board; they must be left at the Agency Office.)

Content and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.

Hongkong, April 12, 1876. sp20

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer *Antenor* are hereby notified that the cargo is being discharged into craft & landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Godown on and after the 19th April, 1876.

Goods undelivered after 26th April, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1876. sp20

FROM BANGKOK.

THE S. S. *Benedict*, Captain BUCHANAN, having arrived from the above port, Consignees of cargo are hereby requested to send their Bills of Lading for counter-signature, to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, April 18, 1876. sp20

LOST.

ON Friday, the 14th Instant.—A small white MANILA DOG; answers to the name of "FLOSSIE."

It was last seen near the Cathedral.

Any one bringing the same to MACLEWEN, FRICKEL & Co.'s Store will be rewarded.

J. G. SMITH.
Hongkong, April 18, 1876. sp20

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on

FRIDAY,

the 21st April, 1876, at Noon.—An Assortment of Perfumery, comprising: Violet, Rondeletia, Frangipanni, Jasmin, Rose, Ess Bouquet, &c., Cosmetiques, Pomade, Hair Oil, Violet Powder, Hair Brushes, Toilet Soap, &c. Walkden's Extra Ink.

Day and Martin's Blacking.

8 barrels Flour.

10 Rifles.

50 Whitworth Rifles.

10 Revolvers.

&c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, April 18, 1876. sp21

SHIPPING.

ARRIVALS.

April 17, *Wash*, British steamer, 205, Hunter, Haliphon April 12, Holoway 16, General.—*LANDSTEINER & Co.*

April 18, *Hochung*, Chinese steamer, 850, Petersen, Shanghai April 14, General.—C. M. S. N. Co.

April 18, *Menzelik*, French steamer, 1160, Pasqualini, Yokohama Apr. 11, Mails and General.—MESSAGERIES MARITIMES.

April 18, *Benedict*, British steamer, 999, J. W. Buchanan, Bangkok April 10, Rice—JARDINE, MATHESON & Co.

DEPARTURES.

April 17, *Amoy*, for Shanghai.

17, *Louise Marie*, for Whampoa.

18, *Minga*, for Kelung.

18, *Nicoline*, for Hamburg.

18, *Norden*, for Saigon.

18, *Asia*, for Saigon.

CLEARED.

Fanny, for Cebu.

Russia, for Shanghai.

Riga, for Swatow.

Bonito, for Bangkok.

Bua Cao, for Bangkok.

Antenor, for Newchwang.

Irene, for Tientsin.

PASSENGERS.

ARRIVED.—Per *Wash*, Dr. N. B. Dennys, Mr H. L. Dennys, and Mr Constantine, and 24 Chinese.

Per *Hochung*, 21 Chinese.

Per *Benedict*, 11 Chinese.

Per *Menzelik*, from Yokohama for Hongkong, Messrs Formby, F. de Sola, Barreiro and Granier. For Batavia, Mr Louis Favre. For Marseilles, Mr and Mrs Plunkett, 2 children and 2 servants, Mr and Mrs Reynvaan, 3 children and servant, Mr and Mrs C. Bryant and child, Mr and Mrs Caill and child, Messrs de Sintey, Shiono and Matsuda.

SHIPPING REPORTS.

The British steamer *Wash* reports: left H.M.S. *Egeria* at Haiphong, via Norna, German schooner *Louisa* and bark *Brem*. Fine weather throughout, came through Junk Channel Strait for Hongkong. Left *Ling Feng* at Holoway.

The Chinese steamer *Hochung* reports: light variable winds with thick fog and heavy rain throughout.

The M. M. steamer *Menzelik* reports: fine weather on the Japan Coast, from Van Diemen Straits to the Formosa Channel fog, and very heavy mist in the Channel to Hongkong.

The British steamer *Benedict* reports: moderate monsoon throughout to Lombok Island, since then heavy rain and thick weather.

POST OFFICE NOTIFICATIONS.

MAILS will close:

For *SWATOW*.

Per *REG* 4, at 8.30 a.m. on Wednesday, the 19th Inst.

For *COOKTOWK*.

Per *MEGUA*, at 1.30 p.m. To-morrow, the 10th Instant, instead of as previously notified.

For *SHANGHAI*.

Per *ANTENOR*, at 4.30 p.m. To-morrow, the 19th Inst.

Per *KIKING*, at 3.30 p.m. To-morrow, the 19th Inst.

For *NEW YORK*.

Per *Bk. HAZZ*, at noon on Thursday, the 20th Inst.

FOR SHANGHAI.

The British Steamer

"VIKING,"

will be despatched as above, TO-

MORROW, the 18th Inst.

at 8 p.m.

For freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 18, 1876. sp19

FOR SHANGHAI.

The British Steamer

"VIKING,"

will be despatched as above, TO-

MORROW, the 18th Inst.

at 8 p.m.

For freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, April 18, 1876. sp18

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:

For *SAIGON*.

Per *MONTGOMERYSHIRE*, at 5 p.m. on Thursday, the 20th Inst.

For *SINGAPORE, QUEENSLAND, SYDNEY, TASMANIA AND MELBOURNE*.

Per *BOWEN*, at 11.30 a.m. on Friday, the 21st Inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *IRAOUADDY*, will be despatched on

THURSDAY, the 20th Inst., with

Mails to and through the United Kingdom and Europe, via Marseilles;

to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez and Alexandria.

Letters may also be forwarded to India

by this Packet, but can be paid only

as far as Ceylon. The postage to

Ceylon must be prepaid. Such letters

should be marked Paid to Galle only

they will go from Galle as unpaid.

The following will be the hours of closing

the Mails, &c., &c.

Wednesday, 19th Inst.

5 P.M., Money Order Office closed. Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, 20th Inst.

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closed except for Late Letters.

11.30 A.M., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a LATE FEE of 18 cents extra postage, until

11.30 A.M., when the Post Office Closes entirely.

ALFRED LISTER,
Postmaster General.

General Post Office,

Hongkong, April 18, 1876. sp20

General Memoranda.

THURSDAY, April 20.—

Noon.—French Mail leaves for Ports of Call and Europe.

Nestor leaves for London on or about this date.

FRIDAY, April 21.—

Noon.—*Bowen* leaves for Singapore, Brisbane, Sydney and Melbourne.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

SATURDAY, April 22.—

10 a.m.—Meeting of the Legislative Council.

Noon.—English Mail leaves for Ports of Call and Europe.

Noon.—Tenders received at Spanish Consulate for construction of Six Boilers.

Noon.—Furniture Sale at the residence of L. Hauschild, Esq.

9 p.m.—Madame Carlotta Tasca's Concert at City Hall.

Claims against the Estate of Captain Lawrence Young, deceased, must be sent in on or before this date.

SUNDAY, April 23.—

Goods by Russia undelivered after this date subject to rent.

MONDAY, April 24.—

Amateur Performance at City Hall.

TUESDAY, April 25.—

Goods per *Antenor* undelivered after this date subject to rent.

WEDNESDAY, April 26.—

Goods per *Antenor* undelivered after this date subject to rent.

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, TUESDAY, 18TH APRIL, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor. age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Abbotford	5 h	Patterson	Brit. str.	649	April 9	Jardine, Matheson & Co.	Shanghai	
Antenor	5 c	Jones	Brit. str.	1644	April 17	Butterfield & Swire	Salgan	
Asia	4 h	Pateau	Foh. str.	883	April 11	Siemssen & Co.	Yokohama	Mails 21st, noon
Bombay	4 k	Smith	Brit. str.	1327	April 11	P. & O. S. N. Co.	Australia	
Bowen	4 c	Park	Brit. str.	844	April 10	Gibb, Livingston & Co.	Salgan	
Braemar Castle	4 c	Marshall	Brit. str.	1425	April 13	Adamson, Bell & Co.	Amoy	
Carisbrooke	4 h	Scott	Brit. str.	920	April 17	Soon Cheong & Co.	Saigon	
City of Exeter	4 h	Gorley	Brit. str.	787	April 12	Hop Kee	Bangkok	
Danube	4 c	Clanchy	Brit. str.	561	April 14	Yuen Fat Hong		
Duna	4 c	Thomson	Brit. str.	876	April 14	14 Gilman & Co.		
Gaelic	3 h	Ridley	Brit. str.	2652	April 13	P. M. S. S. Co.	Y'ham & S. F'co	Mails May 1
Iraouaddy	5 c	Gauvalin	Foh. str.	2440	April 7	Messageries Maritimes	Marseilles, etc.	Mails 20th
Mecca	2 c	Johnson	Brit. str.	687	April 12	Hop Kee	Cooktown	
Montgomeryshire	5 c	Sturrock	Brit. str.	1148	April 17	H. Kier	Saigon	
Nordens	5 c	Jensen	Dan. str.	778	April 13	Jardine, Matheson & Co.	Bangkok	
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Aug. Head & Co.	.....	Laid up
Riga	4 h	Clark	Brit. str.	921	April 13	Hop Hing	Shanghai	
Russia	3 c	Girard	Russ. str.	1569	April 15	Wm. Pustau & Co.	Yokohama	
Tibre	4 k	Girard	Foh. str.	1096	April 7	Messageries Maritimes	Shanghai	
Vancouver	5 c	Shaw	Brit. str.	2923	April 17	Jardine, Matheson & Co.		
Viking	5 c	Castle	Brit. str.	1640	April 11	Gibb, Livingston & Co.		
Washi	5 c	Hunter	Brit. str.	261	April 17	Landstein & Co.		
Yotting	2 b	.....	Brit. str.	324	June	Kwok Acheong.		Repairing
Sailing Vessels								
Abbey Cowper	2 k	Nelson	Brit. bk.	699	April 13	Vogel, Hagedorn & Co.	Honolulu & S. F'co	
Alden Besse	4 k	Noyes	Amer. bk.	842	Mar.	10 Rozario & Co.	Vancouver's Island	
Anna Bella	6 c	Stephen	Brit. bk.	334	Mar.	31 Borneo Company		
Annie Gray	4 c	Moore	Brit. sh.	727	Mar.	9 Rozario & Co.		
Bonito	3 c	Wesenberg	Ger. bk.	642	Mar.	30 Siemssen & Co.		
Bua Cao	2 h	Lange	Slam. bk.	340	Mar.	7 Chinese		
Canton	2 h	Kruuk	Ger. bk.	365	April 15	Siemssen & Co.	New York	
Charter Oak	4 c	Smith	Amer. sh.	963	Nov.	11 Vogel, Hagedorn & Co.	Haiphong	
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan.	8 Order	Portland (Oregon)	
Christian	4 k	Stehr	Ger. sch.	280	April	2 Edward Schellhass & Co.	Cebu	
Edward James	4 c	Forbes	Amer. bk.	529	Mar.	16 Rozario & Co.	Vancouver's Island	
Fanny	8 c	Rousal	Foh. sh.	1138	Mar.	8 Landstein & Co.	Australia	
Forward	3 c	Strachan	Brit. bk.	748	Mar.	8 Rozario & Co.	Bangkok	
Franz	7 c	Hildebrandt	Brit. sch.	148	Dec.	18 Frazas & Co.	New York	
Glory	2 h	Witt	Siam. bk.	449	April 11	Chinese	Tientsin	Repairing
Haze	2 c	Wilkinson	Amer. sh.	634	April 16	Vogel, Hagedorn & Co.		
Irene	3 k	Hansen	Ger. sch.	276	Feb.	16 Carlowitz & Co.	Tientsin	20th
James Vinicombe	3 k	McPherson	Brit. sh.	638	Feb.	4 Borneo Company	Fakao	
John Sverdrop	7 h	Pedersen	Norw. bg.	182	April	6 Frazas & Co.	Bangkok	
Jonathan Chase	4 c	Curtis	Amer. bk.	693	Mar.	20 Vogel, Hagedorn & Co.	San Francisco	
Margarite	7 h	Owens	Brit. sh.	864	Mar.	17 Vogel, Hagedorn & Co.	San Francisco	
Marion	3 c	Howes	Amer. sch.	336	April 11	Arnhold, Karberg & Co.	Tientsin	
Marquis of Argyll	2 k	McKean	Brit. bk.	500	April 10	Chinese	San Francisco	
Mary Whitridge	3 c	Cutles	Amer. sh.	862	Mar.	16 Russell & Co.	San Francisco	
Nightingale	3 c	Palmer	Amer. sh.	722	Mar.	17 Russell & Co.	Manila	
Noemi	8 k	Aucam	Feh. bk.	347	Mar.	28 Carlowitz & Co.	San Francisco	
Notre Dame Auxiliatrice	7 h	Jagoret	Feh. bk.	790	Mar.	31 Captain	San Francisco	
Shalimar	3 k	Cotter	Brit. sh.	1596	Mar.	30 Russell & Co.	San Francisco	
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb.	26 Vogel, Hagedorn & Co.	San Francisco	
Villa de Rivadavia	4 c	Camus	Span. bg.	261	Mar.	17 Brandao & Co.	Manila	
Wealthy Pendleton	2 c	Blanchard	Amer. bk.	809	Mar.	30 Captain	Bangkok	
Wm. Phillips	7 c	Heley	Amer. sch.	693	Mar.	16 Edward Schellhass & Co.		
Yarra	7 c	Orfeur	Brit. bk.	463	April 12	Order		
WHAMPOA								
Louise Marie		Laine	Foh. bk.	563	April 18	Landstein & Co.	Chefoo	
Fallas		Ballehr	Gor. bk.	421	April 13	Siemssen & Co.	Lieutenant	
CANTON								
Ningpo		Rayner	Brit. str.	761	April 16	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor. age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
At Canton								
Aria	6 c	German	corvette	1400	...	....	April 14	Kuhne
Atalante	5 c	French	iron-clad (flag-ship)	3600	12	410	April 8	Cailliet
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Cyclop	6 h	German	gunboat	360	6	80	April 10	Von Reiche
Flamer	4 k	British	aux. naval hospital	....	...	....	....	D. M. Insp. Gen. Morgan
Eroic	6 h	British	gun vessel	462	4	100	....	C. E. Buckle
Hertha	7 c	German	corvette	2200	19	400	Mar. 31	Klurr
Immortalite	7 c	British	frigate	3059	26	600	April 7	Francis A. Hume
Inferniet	6 c	French	corvette	1900	9	490	April 15	Pierre
Juno	7 c	British	corvette	1462	6	400	April 15	J. A. Poland
Kestrel	6 p	British	gun vessel	462	4	100	Mar. 15	C. B. Theobald
Lachlochsterde	6 k	French	corvette	1710	10	480	April 5	Riemann
Moanee	6 k	British	military hospital	2591	...	....	....	Capt. Becker
Mosquito	7 h	British	gunboat	295	4	60	April 13	R. H. Paul
Narcissus	6 c	British	frigate	3548	26	400	April 7	Lord Chas. Scott
Newcastle	6 c	British	frigate	3035	32	600	April 7	R. Gordon Douglas
Palos	6 c	Americas	gunboat	306	...	....	Mar. 28	W. R. Bridgeman
Thistle	6 h	British	gun vessel	464	...	....	Feb. 27	Francis Stirling
Topaze	7 c	British	frigate	2659	28	600	April 7	Arthur T. Thropp
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	....	....	Commodore Parish
Vigilant	7 h	British	despatch vessel	650	2	250	Mar. 25	H. O. D. Ryder
Yantic	6 h	American	gunboat	410	3	288	April 9	R. S. McCook
Chento		Chinese	gunboat	431	7	270		

general kindness and assistance in giving us every information in their power.

Sailing races, as a rule, are more sedate than pulling races, at least they are much more tame from a spectator's point of view—an opinion not likely to be shared in by the yachtsmen themselves. The first match being between our local yachtsmen naturally excited some interest amongst the residents.

Six of the eight events which were intended to be sailed to-day were started, but about 3 o'clock the wind died away to a calm and left the various batches of boats scattered about in a most lamentable and helpless manner.

Sailing Races.

1.—Yacht Race Long Course. Prize a Cup valued \$50.

Naiad,	1
Wave,	2
Naomi,	3

Time, 8 hours 17½ min.

The first race was for yachts belonging to the Hongkong Yacht Club, for a Cup value \$50. Naiad, Naomi and Wave came to the starting place, and at a few minutes past one they were dispatched. The course was from the chequered buoy near the Meanes round the Channel Rocks, back round the buoy, thence to Channel Rocks, back, finishing between H.M.S. Audacious and Immortal. Naiad and Wave got away well together, both canting to port; Wave canting to starboard, and losing a little under the lee of the Meanes, but she soon went round, and all three stood towards Kowloon point with a pair sailing breeze. Naiad held on until close to the point, when she stayed, the other two going about in the full strength of the tide which was running flood strong, and they lost a long distance thereby. Naiad gradually drew away and increased her lead steadily; Wave, pulling up well, and sailing a pretty race with Naomi. Naiad went round the rocks about 5 minutes ahead of Wave, who rounded about 15 seconds ahead of Naomi, and all set spinnakers for the run down wind, which was a fast trip, Naiad rounding the buoy about 7 minutes ahead of Naomi, who cut out Wave at the turn very neatly; Wave being 30 seconds later.

Naomi still held her lead, and indeed increased it; Wave hunting Naomi very closely all the way. Naomi shifted jib off Kelly's Island (in consequence of her working jib splitting, we believe), and the delay gave Wave a lift up but Naiad was bound to win barring accidents; her lead being now a very commanding one. Naiad squared away for the run home, and travelled at a rattling pace down to the shipping, when the wind entirely died out, and she was left utterly helpless. Her crew, however, adopted the expedient of swinging her main-boom over from side to side, and after a good spell of hard work they managed to shove her past the mark, getting their gun at 4 h. 27½ m. The other two unfortunately ran into the same belt of calm, and lay there for nearly half an hour within hearing distance of the mark, but eventually a light air sprung up off shore, putting Wave to windward, and she passed the line a few minutes ahead of Naomi.

As the yachts were hauling up for their anchorage, a heavy squall of wind and rain met them, and Naomi being hampered by the shipping looked rather uncomfortable for a few moments. Both vessels however handed topsails and luffed through it all right, getting to their moorings in a drenching rain.—The wind at starting was E. by N. true.

2.—Boat Boats and Barges. Long Course.
3.—Cutters over 25 feet. Long Course.
4.—Cutters over 25 feet and under. Short Course.
5.—Single Banked Boats. Short Course.
6.—Skiffs of 17 to 20 feet.
7.—All Comers, without Rudders. Special Course.
8.—All Comers, open to Garrison and Foreign ships.

We could not obtain the results of the other races; and in fact many of the competitors had given up in despair early in the afternoon, while the rain, which came down during the latter part of the afternoon, was not calculated to raise their spirits. We trust, however, to be able to give the results to-morrow.

Police Intelligence.

(Before the Hon. O. May.)

April 18, 1876.

A FALSE CHARGE.

Mr John Early, Paymaster's clerk on board the U. S. S. *Yantic*, again appeared to answer the charge of refusing to pay the chairboys and presenting a revolver at the coolies when payment was demanded. It was conclusively proved that the defendant had paid \$1 for the chair. He was seen to do so by P. O. Bow, who was on duty at Peddar's Wharf. The defendant was discharged, while the complainant was fined £5, in default three months' hard labour, for bringing a false charge.

TRESPASS.

Chan Aching and Chun Ayun, informers to the Government gambling detectives, were charged with having gone into a coolie house and refused to leave. The defendants stated that there was gambling going on in the house, and the 1st defendant wanted to take part in the game, but he was recognised and turned out. Discharged.

OBTAINING GOODS UNDER FALSE PRETENCES.

Chak Ho Ching, a cook, was sent to six months' hard labour for having obtained rice from the Fook Mow Shing shop by means of a pass-book belonging to one Cheang Ayut. The defendant admitted the offence, and offered to return the money found on his person, the same being the sum he realised from the sale of the rice.

LARCENY.

Wong Achan, a chair-coolie, was sent to six weeks' hard labour for stealing two goats from Sergeant Churay Deen, who kept them in the Police stable.

THE TIEH HOW GODDESS.

The keeper of the Tieh How Joss-house, East Point, was summoned by Inspector Thomson for having fired crackers. The defendant had permission to fire crackers up to 4 p.m. only, but sounds of crackers were heard after that time, and H. E. the Governor complained of crackers being fired.

The defendant said the crackers were fired by persons going along the road and not by any one in the Temple. This was corroborated by Sergeant Churay Deen, who was orderly to His Excellency. The defendant was therefore discharged, but the case was sent to the Registrar General for his information.

UNMuzzled Dogs.

Mr E. McLeod, overseer of works in the Surveyor General's department, was fined \$5 for allowing a ferocious dog to be at large, which bit one Chan Ating, a coolie at the Cathedral.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Mr Justice SNOWDEN.)

18th April, 1876.

LARCENY AND RECEIVING.

Regina v. Yew Aching and another. Yew Aching and Yew Afook, coolies, were indicted on two counts, the first prisoner for larceny and both for receiving.

The following Jury was sworn in—Messrs C. D. Bottomley, C. F. Kruse, E. L. Woodin, T. I. Rose, E. Saupoorie, L. A. Rozario, and J. N. Goemann. Mr T. Chater failed to answer to his name.

The first prisoner was a coolie in a coolie-house of which one Wong A Cheung was master, while the second prisoner was a friend of the first. On the 31st March last the prosecutor received some \$8 tele from the Fook Mow Loong Hong. While he was writing up his account, the first prisoner came and said to him that the godown keeper of the Hong wanted to see him. The prosecutor then left off his work and went to the Hong, first looking up the parcel of money, but discovered that the message was a false one; meantime the box was prised open and the money lost, and on the table was a knife which was recognised to have belonged to the first prisoner, who was by that time not to be found. Enquiries were then made and he was traced to a house of ill-fame in Yow-mah-teo, in the company of the second prisoner, and the bag which had contained money was found. There was, however, only a portion of the money. The only connection which the second prisoner had with the master was the circumstance of his being found in the company of the first prisoner when the money was found. The question the Jury had to decide, the Attorney General observed, was whether the second prisoner was sharing the money with the first.

Evidence was then called and resulted in the conviction of the first, and the acquittal of the second prisoner. The first was then sent to one year's hard labour.

This closed the sessions, as a *nolle prosequi* was entered in the only other case on the calendar.

OPENING OF THE HONGKONG TEMPERANCE HALL.

The new Hongkong Temperance Hall was formally opened last night (17th) by Admiral Ryder, a tea-meeting being held early in the evening and a miscellaneous entertainment later on. There was a goodly gathering of residents, and the upper rooms were crowded with sailors and others, who, after tea, assembled to listen to the music; &c., provided for them. Several ladies were also present, and kindly assisted in the choral part of the entertainment.

Admiral Ryder, in commencing the proceedings, said that they had no doubt heard with great regret that Sir Arthur Kennedy, our worthy Governor, who had consented to take the chair on that occasion, was unable to do so. His Excellency suffered a great deal in England from bronchitis and feared the effect of coming to a meeting in a warm room. Therefore he had been appointed to fill the place of his Excellency and had been asked to offer a few remarks; or, as the programme put it, to make the "opening speech." As there was a number of readings and interesting musical selections to be given, he would be very brief. They who belonged to the Navy, had for a long time desired to have a Temperance Hall at Hongkong. Indeed, we thought Hongkong had been a little behindhand in the matter. At both Shanghai and Yokohama there were Capital Temperance Halls,—most interesting places from a sailor's point of view, because they contained beds and other things which they greatly appreciated on coming ashore. (Applause.) However, he was happy to say that Hongkong had made ample amends. Until lately, sailors, marines, and others on coming ashore, as of course they liked to do after being a long time at sea, could not find a respectable place to stay for the night. The Temperance Hall would give the desired accommodation, and would prove a great boon to them. In the name of the sailors and marines present and absent he begged to thank those who had moved in the matter, and to whose efforts the inauguration of the Hall was due. (Applause.) It had been hoped that a Temperance Hall might have been established next to the Seamen's Club, and that the two institutions might have been useful to each other, but they had been disappointed on that point. Both places would, as he had said, be a great boon to the men, and once more he thanked those who had helped in the matter. He hoped, when he came back in a few months' time, to find the Club and the Hall in flourishing condition. (Applause.)

After the Admiral's address, there followed a pianoforte solo, a reading, and a four-part song ("See Our Qara.") Then followed a reading by a man-of-war's man, who read very effectively a piece entitled "A new way of getting up steam." One of the readings, "A night with a storm," was by its amusing nature admirably suited to such an entertainment. After a pianoforte duet, a song, and another reading, two of the men sang the well-known duet "All's well;" a soldier sang with great taste "Nil Desperandum;" and the four-part song "May Day" concluded the programme.

The Chairman said that before they sang the National Anthem he had a few more remarks to make to them. He was sure they would all be delighted to testify, in the way in which Englishmen liked to testify, their thanks to those ladies and gentlemen who had interested themselves in that undertaking. He called for three cheers for the Committee who had taken and completed that house, and for the ladies and gentlemen who had contributed to their entertainment that evening. About this time last year he was honoured by being asked to take the chair at a similar meeting to that one at Shanghai, and at that meeting he ventured

to ask the ladies present whether they would interest themselves sufficiently in the matter to get mosquito curtains provided for the beds there. Mosquitoes were a great pest at Shanghai and probably they were a greater one here, and therefore he was now going to ask the ladies present if they would provide mosquito curtains for the beds in that establishment. The ladies at Shanghai bowed their heads in assent to his request to them, and he would now ask the ladies present to do the same. He had now, in compliance with the request of the Committee, to declare the house open for the purposes for which it was intended (applause).

Three cheers, and one cheer more, with an additional round for the Admiral, were then given; and, after the National Anthem was sung, the meeting dispersed.

THE CATTLE QUESTION.

We publish the following correspondence on the all-important question of our Meats supply:

Bank Buildings, Hongkong, 3rd April, 1876.

Hon. J. G. Austin, o.m.g., Colonial Secretary.

Sir,—Will you allow me to trouble you with the enclosed report of a case tried before the Hon. C. May on the 26th ultimo wherein a man named Lui Acheong was fined \$200 for presenting at the Slaughter House a diseased bullock; also with copy correspondence connected with the case.

For some years past I have paid particular attention to the treatment of the Cattle imported into the Colony, and slaughtered here for food, and I now take this opportunity of pointing out that the accommodation provided is entirely inadequate; and the treatment which they receive during the period which precedes their slaughter, is not such as is dictated by either prudence or humanity. Believing that it is quite within the power of the Government to provide a remedy for the evils complained of, I beg respectfully that you will draw to this matter the attention of His Excellency the Governor, by whom I doubt not some measures will be devised for the protection of the health of the community, and also for the comfort of the animals which are slaughtered for our sustenance.

I have the honor to be, Sir,
Your most obedient servant,
(Signed) GRANVILLE SHARP.

Copy
No. 310.
COLONIAL SECRETARY'S OFFICE,
Hongkong, 18th April, 1876.

Sir,—I am directed by His Excellency the Governor to acknowledge the receipt of your letter of the 3rd instant, and to inform you in reply that the question of cattle accommodation has already received the consideration of the Executive, and will be provided for in next year's Estimates.

I have the honor to be, Sir,
Your most obedient servant,
J. GARDINER AUSTIN,
Colonial Secretary,
GRANVILLE SHARP, Esq.
do. do. do.

FROM KIUNGCHOW.

(From Our Special Correspondent.)
Hon. How, HAINAN,
April 6, 1876.

I duly landed on the 1st, and in company with others made my way to the Foreign Custom House. Before proceeding to the premises allotted to our Consular Service, it may be well to give a slight sketch of the port. Of its general appearance from the anchorage, I have already spoken, it is decidedly flat and depressing, and the way in which we had literally to wrestle with mud-banks and scrape over sand-banks on our passage to *terra firma* did not tend to improve our opinion of the new venture. Our boat drew about 18 inches of water, and the tide being low, about six inches of keel passed through instead of over the bottom. After an hour and forty minutes of alternate pushing by the boatmen and poling by their supernumeraries, and when, in fact, the prospect of spending the night on a mud flat had several times become unpleasantly near, we found ourselves abreast of the two forts (named on the *letus a non lucendo* principle) which guard, ornament or disfigure the two sides of the entrance to the muddy creek known as the Holow river. Here the water actually deepened from 4 to 6 inches, and in the half mile remaining to our voyage we only grounded some thirty times—a fact of which we were duly sensible as an agreeable variation to the mud-sliding of the previous mile or so. Just two hours after leaving the ship, we drew up at the Custom House steps—or more accurately at the edge of a mud bank which distributes its fragrant perfume over their immediate neighbourhood. A stalwart boatman gave us a pick-a-back to avoid soiling our boots in the black deposit, and we at length found ourselves standing on the island of Hainan, or as the local folk call it *Holow*.

Although a decided crowd, attracted by the Chinese enigma dying in the boat, had drawn up to receive us, our reception was civil enough. I much doubt whether a Chinese could land, at, say Sheerness, without undergoing far more embarrassing attentions. Nobody suggested that we were devils or imps, though, of course, open-mouthed astonishment was the order of the day. Still we were not sorry to be ashore again, and the water gate between us and the inner harbour was admirably suited to such an entertainment. After a pianoforte duet, a song, and another reading, two of the men sang the well-known duet "All's well;" a soldier sang with great taste "Nil Desperandum;" and the four-part song "May Day" concluded the programme.

The Chairman said that before they sang the National Anthem he had a few more remarks to make to them. He was sure they would all be delighted to testify, in the way in which Englishmen liked to testify, their thanks to those ladies and gentlemen who had interested themselves in that undertaking. He called for three cheers for the Committee who had taken and completed that house, and for the ladies and gentlemen who had contributed to their entertainment that evening. About this time last year he was honoured by being asked to take the chair at a similar meeting to that one at Shanghai, and at that meeting he ventured

to narrate it for the amusement of your readers. Threading our way through the usual abominations of a Chinese seaport back street we emerge in a few minutes upon a vast expanse of mud chequered by sand patches—or perhaps I should say an expanse of sand chequered by mud patches, and pause in dismay at the prospect before us. A sluggish stream left by the retreating tide bars any passage to all those different to muddy boats and wet socks, and the only question is one of degree as to the damage to be incurred. Right before us, on what may be termed an island, a peninsula, or even a lake, or a mud flat, according to the geographical proclivities of the visitor, stands what the Chinese, I believe, call a fort. I am glad that we use this term for it, as it saves a world of trouble in the matter of identification; something between an Irish pigsty of the good old school and the frowning fortress which so impresses beholders of our local theatricals, it undoubtedly is. But I should be sorry to undertake any more precise definition. It is painted white where art has been able to overcome nature, and rejoices in a number of projections from its *terre plein* which give it the appearance of having prematurely burst out into a state of rounabout and stopped short after the extreme of burlesque had been reached. This artfully constructed edifice is surrounded by a drain or ditch (officially styled a moat) which might present obstacles to the crossing of a moderately sized cat—but then of course I am speaking of its appearance at low water, and as the entire neighbourhood of this wonderful port undergoes a sort of transformation with the rise of the tide, other writers might put it in a different way. Crossing the ditch—the big pardon, moat—is a magnificent bridge made of old coffin boards, and in the ditch lies the pretty little *minnows* or *conger eels*, surely worthy of a better fate than its present appearance of a stranded dolphin. Crossing the drawbridge (so called because the rotten planks can easily be drawn away by any little Chinese boy so minded) we enter a bomb-proof embrasure and find ourselves within the awful precincts of the *Hot How*—a big, mucky, muddy, dirtier and poorer in every respect, and is respectable only in its Yamens, which are perfectly civil, but not overburdened with trading intelligence. Up to the time of our visit it possessed one European resident, Mons. Chatob, a French priest, who was unfortunately absent in the hills when I called and not expected back for some time. The populace gave us but little inconvenience as we walked round the shops. Had they been obstructive it would have been annoying to undergo vexation for such very slight satisfaction. The ways and means of arriving at Kiung Chow if you are an aristocrat are twofold, by chair or on horseback. If of meaner degree, you can foot it or ride wheelchair. This latter machine is mounted astride like a horse and is by no means bad travelling, being much patronised by the female beauty of the city and suburbs. I use the word beauty in a metaphorical sense, as good-looking females are as scarce as strawberries in winter. But they look infinitely cleaner than their sisters on the mainland. This reminds me (though perhaps the connection is not at first sight obvious) that the pigs of Hainan demand respectful notice. Firstly (like the women) they all look clean; secondly, they are a totally different breed to the broken-backed animals which frequent Hongkong; and lastly (but not least) they are the actual progenitors of a well-known breed of English pigs, an surprising mixture of bygones days having obtained some from the island, and taken them home, where they found a justly famous porcine family. I do not know, but that the cleanly healthy appearance of the pig of Holow and Kiung Chow is the most striking thing to be seen here.

But to return to our whale-boats. The road along which the populace are trundled when they travel to Kiung Chow is a decided improvement in anything I have ever seen in the Canton province. It is smooth and, except in very rainy weather, not muddy. Parts of it are very pretty, reminding one of a Warwickshire lane, and one quite regretful leaving it to enter the pestiferous precincts of a Kiung Chow street. The ponies used are of the ordinary South China kind, some being very small and well shaped. The chairs are smaller than the Hongkong pattern and lighter to carry, though I fancy much more cramping to the fare. Carts are said to be in use, but I have not yet seen any, and I am beginning to believe that, like Mrs Harris, "there ain't no such" conveyances. Cattle of a very small kind, but European in shape and colour and remarkably gentle, abound; whilst our familiar friend the water buffalo grows to unusual size. Paddy fields occupy the whole of the low land adjoining the coast, and the unwary "walker" is apt to come to condign grief if he essay any short cuts in his rambles. The animal world is well represented, the impudent crow abounding to an extent that must effectually prevent any confidence in his august powers. Magpies, Shrikes, Wag-tails, King-c



Mails.

STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton
and London;
Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY's Steamship,
MONGOLIA, Captain A. COLEMAN, with
Her Majesty's Passengers, Specie, and
Cargo, will leave this for the above places,
on SATURDAY, the 22nd April, at
Noon.

CARGO will be received on board until
Noon; SPECIE and PARCELS at the
Office until 2 p.m. on the 21st Idem.

For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Imperial Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Barrels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrec-
tions in such declarations.

Shippers are particularly requested to note
the terms and conditions of the Company's
Blank Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods shipped
by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. McIVER, Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, April 13, 1876.

Occidental & Oriental Steam-
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TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be des-
patched for San Francisco, via Yokohama, on MONDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of 30th Instant. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent,
Hongkong, April 1, 1876.

U. S. MAIL LINE

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF
PEKING" will be despatched for San
Francisco, via Yokohama, on MONDAY,
the 16th May, 1876, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Passages Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mita Ichii S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m. 14th Proximo. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent,

Hongkong, April 15, 1876.

DUC DE MONTEBELLO CARTE
BLANCHE CHAMPAGNE.

Quart, \$15 per case (1 dozen)
Pints, \$16 " (2)

5 per cent. discount on 20 cases

Bourbon WHISKEY.

\$12 per case (1 dozen)

FOR SALE BY HEARD & CO.

Hongkong, June 23, 1876.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

EDWARD NORTON & CO.,
Agents.
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TALES

POLICIES granted on Marine Risks to
all parts of the world at current rates.

This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distrib-
uted among Policy holders, annually, in
cash, ALL the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

RUSSELL & CO.,
Agents.

Hongkong, July 9, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matches, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Insurances will be re-
ceived and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNOLD, KARBERG & CO.,
Agents Hongkong & Canton.

Hongkong, January 4, 1871.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & CO.,
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Furs Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 on reasonable terms.

HOLLIDAY, WISE & CO.,
Hongkong, July 26, 1872.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World,
in accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually, to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & CO.,
General Agents.

Hongkong, April 17, 1873.

YANGTSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

NOTICE.

FTER this date, the above Association
will allow a Brokerage of Thirty-
three and One Third per cent. (33 1/3%) on
Local Risks only.

EUSSELL & CO.,
Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO.,
Hongkong, January 5, 1875.

Insurances.

THE SOUTH AUSTRALIAN INSUR-
ANCE COMPANY, ADELAIDE.

CAPITAL.....£500,000.

THE Undersigned having been appointed
Agents for the above Company in
Hongkong, China and Japan, are prepared
to issue Policies of Marine Insurance,
payable in Australia, London, Calcutta,
Bombay, Mauritius, China and Japan at
current rates.

ADAMSON, BELL & CO.,
Hongkong, September 6, 1875.

THE SCOTTISH IMPERIAL
INSURANCE CO.

THE Undersigned having been appointed
Agent for the above Company in
Hongkong, China and Japan, are prepared
to issue Policies of Marine Insurance,
payable in Australia, London, Calcutta,
Bombay, Mauritius, China and Japan at
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ADAMSON, BELL & CO.,
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